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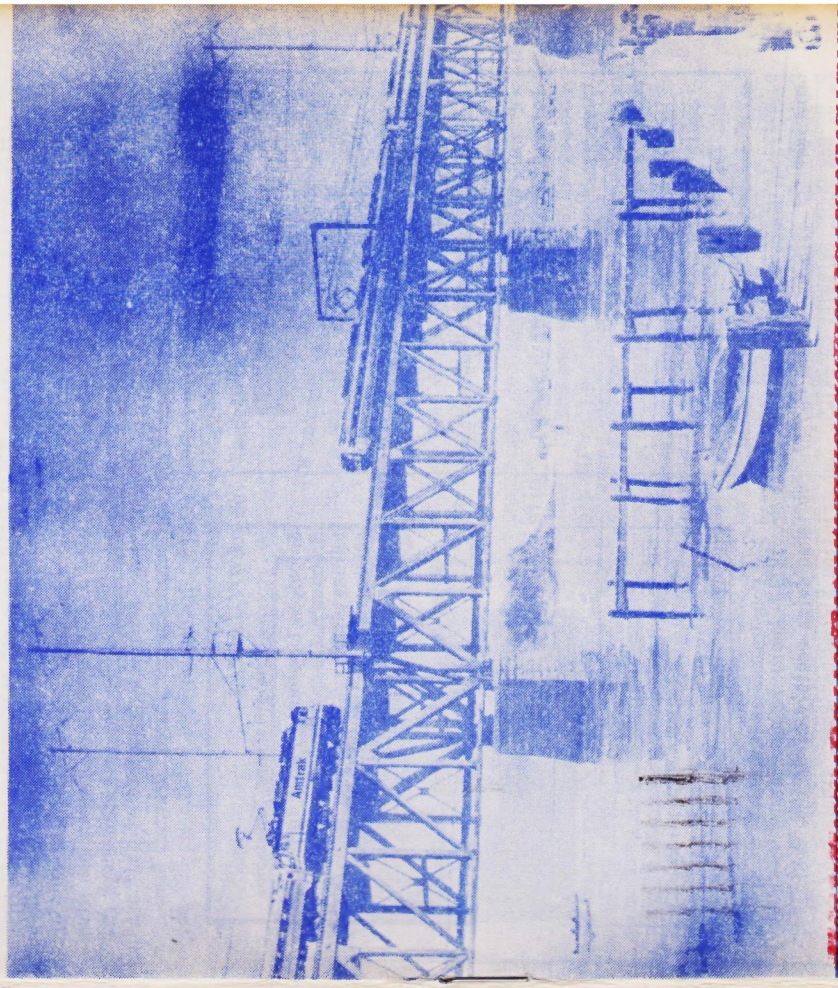

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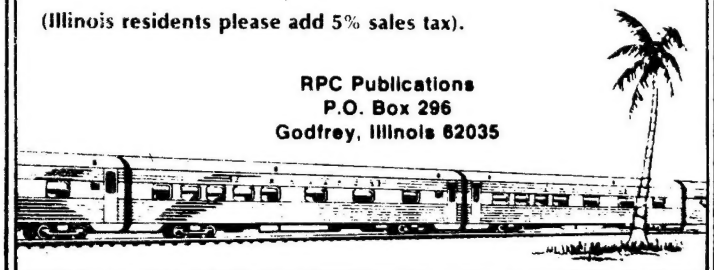

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ON THE COVER

The "new look" of Amtrak in the Northeast Corridor, as pictured on Amtrak's 1980 calendar. The calendar painting, done by noted rail artist Gil Reid, shows a northbound Amfleet train, powered by a new AEM-7 locomotive, meeting an upgraded 4-car Metroliner on the Susquehanna River bridge between Havre de Grace and Perryville MD. The 1980 Amtrak calendar is available for $4.00 from: Amtrak Calendar, PO Box 311, Addison IL 60101. (Amtrak said the 1978 and 1979 calendars are still available, at the same price and from the same address.)

LETTERS

Mr. Healey who wrote (last issue) a list of possible routes for Greater Cleveland should be given a medal for his fine thoughts! For years many of us from Jacksonville (another city with a million plus in its metro area and lousy rail service) have worked for this LAKE SHORE/NATIONAL LIMITED route via Cleveland-Columbus-Dayton-Cincinnati-Louisville-Evansville-St. Louis as a possible Cleveland-St. Louis connection for a new DIXIE FLYER running a suggested Cincinnati-Winchester-Knoxville-Chattanooga-Atlanta-Macon-Jacksonville route with thru cars to both Florida coasts and to Chicago, Detroit, Cleveland and upper New York State. With Jacksonville seeking Amtrak back to Union Station and Florida DOT asking for Ft. Myers-Lakeland and Sarasota-Tampa service, this new route would open the markets that the "clunky" FLORIDIAN never dreamed of.

Good for the Florida Association of Railroad Passengers! FIGHT BACK! I'm with you 100 per cent! We were robbed! Please contact me at my California address.

Robert W. Mann
Box 861, Newhall CA 91321

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RTN has always been excellent--and now you are making it even better.

I vote that the U.S. government rid itself of the FRA--and taxpayers will save millions of dollars. And the U.S. should at once make Amtrak 100% independent of the U.S. DOT--with more millions of taxpayer dollars saved instead of paying for unnecessary red tape and duplication of effort, not to mention downright interference. If someone were able to tally up all the dollars one way or another wasted by various forms of interference, I wonder how big the figure would be. When are our governmental foot-draggers going to realize that America wants a first class rail passenger system coast-to-coast and border-to-border, now! And please let's have Amtrak stop allowing some railroads to push it around.

Name withheld
Los Angeles, California

LATEST AMTRAK RIDERSHIP FIGURES

SEPTEMBER 1979 FIGURES--SECOND COLUMN IS % INCREASE OVER 1978

Metroliners	131,156	-6.7
NE Corr Conventional	419,689	9.8
New Haven-Springfld	25,115	13.4
NY-Philadelphia	183,641	-2.1
Phila-Harrisburg	77,574	5.5
NY-Harrisburg	13,531	-13.3
NY-Buffalo/Detroit	53,135	23.4
Chicago-St. Louis	16,263	44.7
Chicago-Milwaukee	21,635	13.7
Chicago-Detroit	33,776	18.4
Chicago-Carbondale	13,551	33.0
Chicago-Quincy	8,340	40.3
L.A.-San Diego	94,237	65.7
Seattle-Portland	11,778	65.2
Seattle-Vancouver	5,996	19.4
Washington-Cincinnati	6,334	65.9
Wash.-Martinsburg	21,904	35.4
Oakland-Bakersfield	8,563	102.7
New York-Montreal	10,430	24.3
Chicago-Port Huron	8,163	32.3
Chicago-Dubuque	3,289	17.1
St. Paul-Duluth	5,781	9.1
Washington-Montreal	29,334	12.4
New York-Florida	48,536	23.0
Chicago-NY/Washington	17,961	14.0
Chicago-Cincinnati-DC	8,650	33.0
Kansas City-NY/DC	17,970	63.1
Chicago-Seattle (N)	13,438	15.3
Chicago-Seattle (S)	14,973	21.9
Chicago-San Francisco	21,060	35.7
Chicago-Los Angeles	21,622	29.7
Chicago-Houston	26,030	113.8
Chicago-New Orleans	16,028	16.3
Chicago-Florida	11,762	96.2
Chicago-Laredo	13,295	101.5
L.A.-New Orleans	6,139	14.8
L.A.-Seattle	44,369	35.8
Chicago-NY/Boston	22,605	7.6
Boston-Newport News	45,869	2.6
New York-Savannah	35,930	17.8
Seattle-Salt Lake	11,673	39.2
Boston-Tri-State	7,118	495.6
NY-New Orleans	16,868	--
Special trains	3,800	--

Total systemwide ridership for Sept was 1,628,911--a 16.9% increase over Sept 1978. Long distance was 451,230--a 33.8% increase; short distance was up 38.2%, to 323,175; while NE Corridor ridership increased 3.5%, to 850,706. This heavy ridership in Sept, despite the traditional decline after Labor Day weekend, is important because it indicates a continued demand for rail service in the present energy shortage. For the fiscal year that ended in Sept, Amtrak totalled over 21.4 million passengers, for an increase of 13.2% above the previous fiscal year.

NARP: SPEED LIMITS WOULD VIRTUALLY KILL AMTRAK OUTSIDE THE NORTHEAST CORRIDOR

The National Association of RR Passengers, testifying in opposition to the generally reduced passenger train speeds proposed by the Federal RR Administration (a division of the DOT)--see last issue--charged that the revisions would "virtually kill Amtrak outside of the Northeast Corridor."

In testimony on Dec 10 NARP Executive Director Ross Capon said at an FRA public hearing that "the proposed revisions make a mockery of the President's directive that regulations be improved to achieve legislative goals effectively and efficiently and without imposing unnecessary burdens."

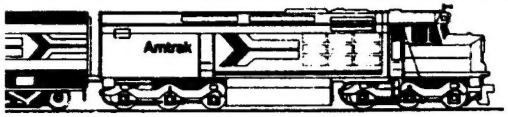
Said NARP: "(we) strongly oppose those aspects of the proposed revisions which would force Amtrak to provide slower service (or inflict significant costs on Amtrak to maintain current speeds). We note Amtrak's claim that NOT ONE OF ITS FATALITIES TO DATE WOULD HAVE BEEN PREVENTED had these proposed revisions been in effect. We also note with concern the absence of any attempt by FRA to analyze the impact of the proposed revisions on total passenger safety. Specifically, such an analysis should take into consideration the INCREASE IN AUTO FATALITIES

resulting from PEOPLE DRIVING BECAUSE THEY FOUND AMTRAK'S TRAINS TOO SLOW as a result of the FRA standards."

NARP said that Amtrak's calculations of reduced running times are "devastating". As noted last issue, every Amtrak route would have increased running times, with the longest being the EMPIRE BUILDER, with 6 hours, 43 minutes added.

Continued NARP: "We are concerned that FRA may be over-reacting to derailment problems experienced by Amtrak's SDP40F 6-axle locomotives by imposing unnecessary restrictions on the F40PH 4-axle locomotives. The SDP40F's--which are already under special speed restrictions--are gradually being phased out and rebuilt into the smaller F40 style." NARP said an FRA official it contacted was "unaware of any derailments with the F40 which would have been prevented by these regulations, and he could not refer me to anyone else within FRA who did have such knowledge."

The FRA's attempt to reduce passenger train speeds to freight speeds was challenged by NARP: "FRA proposed this several years ago; NARP protested then and our protests were sustained. Current standards permit passenger train speeds of 60 and 80mph where freight limits are 40 and 60mph, respectively. Once again, we must point out the ample justification for this differential: passenger trains are lighter than freight trains, can stop more quickly, have a lower center of gravity, and better suspension. We do not understand the proposal to relate train speeds to track weight, since differences among track weights (at least above 100lbs/yard) primarily affect the weight of cars the track can handle, not the speed at which lighter passenger trains can safely operate."



Amtrak's 6-axle locomotives are being replaced by 4-axle units.

Charged NARP: "Given the history of FRA's attitude towards rail passenger service, we have to wonder if this exercise in classic regulatory overkill is not an attempt to accomplish covertly what the FRA failed to do earlier this year openly--drastically reduce the amount of rail passenger service available to the public."

Written comments on the revisions must be submitted in triplicate by approximately Jan 11, 1980, addressed as follows: Docket No. RST-3, Notice No. 1, Docket Clerk, Office of the Chief Counsel, Federal RR Administration, 400 7th St, SW, Washington DC 20590. Rail supporters are also writing their Congressmen about the problem.

SOUTHERN PACIFIC SUED OVER DELAYS TO SUNSET LIMITED

Requested by Amtrak to do so, the Justice Department on Dec 20 filed a suit in U.S. District Court in Washington DC on behalf of Amtrak and its passengers asking a temporary restraining order to prevent the Southern Pacific from slowing the SUNSET LIMITED because of avoidable freight train interference. The suit accuses the railroad of following a policy of subordination of Amtrak trains to freight movements. It asks that the railroad be ordered to re-write its operating procedures and policies to give passenger trains clear priority, and to transmit the changes in writing to all involved employees of the railroad. It also asks that the SP be required to report to Amtrak all delays to the SUNSET of more than 10 minutes, along with their causes. Amtrak noted that the Amtrak Improvement Act of 1979 ordered the corporation to improve its on-time performance by 50% in the next three years. Amtrak said that since June the train has had zero on-time records, except that one train was barely on time in November. In the first two weeks of December, the zero record continued, with one train as late as 9hrs, 32mins, and no train doing better than 4hrs, 25mins late. The de-

lays occur primarily between Houston and New Orleans, and are due to freight train interference in an area where freight business has grown much faster than the line has been managed to handle it. As the suit was filed, Amtrak President Alan Boyd commented: "It's really sort of pitiful when people call up and ask what day the SUNSET gets is, not what hour." He called the suit "A serious action that we hope will not be necessary in the future." Amtrak clearly intends the action in part as a warning to other railroads that it is serious about their fulfilling their obligations.

Ironically, the day before the suit was filed, the westbound SUNSET ran into the rear of a freight train in the yard limits of Orange TX, derailing two engines and two cars as well as the caboose and two or more cars of the freight. About 40-50 people were examined at hospitals, but apparently there were no injuries. Passengers were bused to Houston, where train 2 was turned to take them on, and passengers from train 2 were bused to New Orleans.

RAIL CANADA

A TOY TRAIN is pictured on a Canadian Christmas stamp this year. A wooden steam locomotive and tender are shown on a blue background on a 15¢ Christmas stamp.

SOME INTERNATIONAL EXCHANGES: Transport 2000 Canada president Harry Gow visited Washington DC last month to attend, with NARP Director Ross Capon, a meeting on transport safety sponsored by Traffic Operations Research Institute and attended by U.S. DOT officials among others. Important points raised included: (1) Highway deaths and injuries constitute a number one public health epidemic. (2) Only a strong consumer demand for a "cleanup" can change this, thru support for control measures. Transport 2000 and NARP representatives supported the fact that public transport is safer. (3) An international conference may be held in Oct 1980 in Paris to unite consumer opposition to traffic deaths and injuries.

AMTRAK WAS VISITED by T2000 president Harry Gow while in Washington, and he pleaded for close monitoring by Amtrak of developments at VIA stations in Montreal, especially the projected move of all "CP" trains from Windsor St. Station to Central Station. Gow further urged consideration of reviving the D&H train from New York to Albany and Montreal in place of the Turboliners with their fixed consist. The D&H cars could get the head-end power treatment at Colonie shops, perhaps tapping the new money voted in New York State. Could the Alco engines be recovered from Mexico? The idea seems exciting to many, who hope that the move to Central Station and refurbished classic equipment could "save" the ADIRONDACK by restoring D&H involvement (and pride in the timekeeping).

AMTRAK'S MONTREALER TRAIN has good on-time performance in both directions. Customs stops are now at a minimum following Amtrak action and Transport 2000 complaints to the appropriate Customs and Immigrations authorities. T2000 has noted that if the ADIRONDACK joined the MONTREALER at Montreal Central Station, the customs and immigrations people could travel back and forth and do on-board running inspections of passengers and baggage starting and finishing in Montreal or at the border, as desired. A single starting location would also affect the Canadian public's perception of frequency of service to New York.

DR. PIERRE BERMOND, President of Transport 2000 France, visited T2000 Canada President Harry Gow in late November, and discussions included the possible anti-accident consumer conference in Paris in fall of 1980. Also discussed was exchange of materials and perhaps joint French language publications between Canada and France. Dr. Bermond suggested that the Ottawa rail station should have a hotel in front of it, and also that the connection between the MONTREALER and the CANADIAN should be restored. Dr. Bermond then traveled to Washington to meet with NARP and Amtrak officials.

VIA HAD CANCELLED the coffee and tea service on the Ottawa-Hull-Lachute-Montreal dayliner. Transport 2000 member Yves Grimord and President Harry Gow sent letters

of protest to Leo Moisan at VIA Quebec, along with a 50-name petition. Mr. Moisan has promised to investigate and perhaps to act.

MICHIGAN'S DESIRE FOR thru Detroit-Niagara Falls/Buffalo service is being supported by NARP groups in the U.S. and by T2000 Canada. VIA perhaps would like to see thru service to Detroit within 3 or 4 years, but money is a problem. A connection would be required at Chatham, Ontario, to allow VIA trains to run onto the Southern line, use the Michigan Central Station in Windsor, cross under the river and into Detroit.

THE CHRISTMAS ORNAMENT at the right, reflecting the word "VIA", appeared in newspaper ads in December that encouraged travelers to make early reservations ("'tis the season to book early").

CN-LINE NORTHERN ONTARIO passenger transport needs will be investigated by Transport 2000 under a $2900 grant. T2000 will report its findings to the Ontario Royal Commission on the Northern Environment, and will appear at the CN-line hearings in Capreol, Hornepayne and Sioux Lookout in early December. The little local and mixed trains in Northern Ontario were also to have their cases heard.

TOURISM IN CANADA is shifting from "strip tourism" along the road to "destination tourism", according to VIA's Garth Campbell. Places like Minaki, Ontario, are going to become more popular quickly with the rising price of gasoline. Public transport carriers are going to benefit from this, he and Frank Roberts say.

HUDSON'S BAY COMPANY stores in Edmonton were sponsoring a "Santa's Train", but it was cancelled "due to a VIA Rail accident". We have no other details.

THOSE LRC TRAINS should be under construction again, since striking workers at Bombardier Inc. voted to return to work Dec 3, having been out since last May.

A SNOW TRAIN will begin operation to Barry's Bay, Ontario on Feb 1, 1980. Call 825-3249, 226-4161, or 729-7175 for details.

CANADIAN PACIFIC FREIGHT train derailed at Mississauga, Ontario, on Nov 10, releasing deadly chlorine gas that prompted the evacuation of over 200,000 citizens. CTC hearings on the tank car derailment were cancelled, to be replaced by a Royal Commission type of inquiry.

PASSENGER TRAIN SPEEDS on the Chicoutimi line are the center of a dispute between VIA and CN. Mr. Ralph Gray has been named as a special examiner in the case. The train was supposed to be faster due to stops eliminated, etc., but it is slower than freights on the same line. The CTC rejected CN's contention that the former had no jurisdiction over the matter, and asked Mr. Gray to meet with operators to try to reach an agreement.

TRANSPORT MINISTER MAZANKOWSKI has asked Transport 2000 Canada to assist in formulating a new Air Transport Policy. T2000 is ready to help, and has begun looking for funding to handle the required research. Mazankowski was found quite receptive to Northern Ontarians' pleas about the CN line, and has listened to Pickering residents who want no airport in their municipalities. He has promised "no more Taj Mahal airports".

CANADIAN TRAINS DERAIL too often, said engineering Prof. Julius Lukasiewicz last month, compared with trains in any European or Asian country.

URBAN-SUBURBAN TRANSIT

CHICAGO TRANSIT STRIKE began Dec 17, and workers were returning Dec 21 after a court injunction was issued. It was the first such strike in 57 years.

MONTREAL TRANSIT OPERATORS staged two 24-hour strikes in the last week of Nov.

UNIVERSITY OF ALBERTA wants the Edmonton LRT line to run thru it rather than along the CP right-of-way, as planned. But the line would have to be underground crossing university property, school officials said.

TRANSPORTATION SECRETARY GOLDSCHMIDT had earlier talked of withholding transit funds from Chicago because Mayor Jane Byrne was not supporting President Carter for re-election. Three senators, William Proxmire, Adlai Stevenson and John Heinz, on Dec 10 introduced a bill that would take control of $1.4 billion in discretionary transit funds away from Goldschmidt and give it directly to UMTA administrators. The purpose was to prevent Goldschmidt from using the money to punish political foes. But Goldschmidt denied that he would actually withhold money in that way.

BOSTON'S TRANSIT SYSTEM was taken over directly by the Governor's office Dec 18. Gov. King said the MBTA's Advisory Board was being "totally irresponsible" in handling the system's finances. The Governor signed a declaration of emergency on the MBTA, and will hold hearings on fare increases for the financially-strapped system, which will probably delay such increases until March 1980.

LONG ISLAND RAIL ROAD workers went on strike the morning of Dec 8, but were returning to work the following weekend after an emergency order from Pres. Carter that they return to work for 60 days while an emergency board studies the strike.

STATE OF ARIZONA will draw up a public transit plan with a $70,000 UMTA grant, according to a Nov 26 announcement.

ANOTHER BART FIRE destroyed a car in a nearly empty 9-car train in the subway in Oakland about 12:30am on Dec 12. Last Jan 17 a fire on a BART train in the trans-bay tube created a furor that lead to the closing of the tube until Apr 5. This month's fire, like the earlier one, was fed by high flammable polyurethane seat upholstery. BART is replacing the material, but said the project won't be completed until fall of 1980. No one was injured in this blaze, and BART emergency procedures reportedly worked smoothly. (The Jan-Feb issue of Science 80 just out features an article on fire, covering polyurethane and the Jan 17 BART fire, with a color photo of the gutted BART train.)

MASS TRANSIT REALLY does save energy, according to a Washington Post article this month byDouglas Feaver. The big saving, he says, comes about because urban development patterns change in response to the existence of transit facilities.

BILLY R. STOKES, executive director of the American Public Transit Association and first general manager of BART, has been hired by ATE Management and Service Co. of Cincinnati to design a transit system for the Saudi Arabian government.

A TRANSIT MALL for San Jose CA will be funded by UMTA, it was learned this month. A $440,000 first-phase grant is expected to begin the $10 million mall.

OXNARD-LOS ANGELES commuter train hearings were recessed early in December when the state's testimony was found to be incomplete and actually supported the position of the SP that commuter operations would interfere with other uses.

MASS TRANSIT SYSTEM for Los Angeles will get the lion's share of effort from Baxter Ward in 1980, who has just been made chairman of the county board of supervisors. He will push for the proposed Wilshire Boulevard subway.

SOUTHERN PACIFIC LINE between Concord and San Ramon CA might be used in the future as a transit right-of-way, so Contra Costa County this month adopted an emergency ordinance banning construction on it. SP wants to lease the property.

BUFFALO SUBWAY TUNNELING was to begin late in December.

SENATE BILL PASSED Dec 11 requires Maryland and Virginia to help finance the Washington area transit system.

TEE PEE WILLIE MEETS THE PRAIRIE MARKSMAN

THIS CANDIDATE FOR MOST UNUSUAL SPECIAL TRAIN OF THE YEAR IS REPORTED ON BY NO LESS THAN THREE WRITERS: THIS REPORT IS COMPILED FROM THE REPORTS OF

PETER BRETZ, R. LYLE KEY, JR., AND PETER ROEHM

The "Prairie Marksman" ran the weekend of Sep 29-30. Presented by Golden Arrow Line (GAL--a young corporation formed by railfans), NW Illinois Chapter of NRHS, and Rail Tours of America, the train ran over the rails of the Toledo, Peoria & Western from Effner IL (on the Indiana border) to Keokuk IA with return the next day. For $140, first class passengers not only received a roundtrip ticket, but also all meals (two on Saturday, three on Sunday), bus service to and from hotels in Keokuk, but pickup service to and from Amtrak's Kankakee IL train station, and roundtrip Amtrak Chicago fare as well.

Effner (pop. 50) was until recently the east end of TP&W, but the railroad was forced to extend itself further east to Logansport IN when the Conrail final system plan classified as non-essential the ex-PRR line between Effner and Logansport. TP&W is now upgrading that former Pennsy trackage at a cost of $5 million.

The special train was scheduled to leave Effner at 11am, and we found the waiting consist most unusual and colorful: engine TP&W 700 (a GP30 freshly painted in bright red-orange with white stripes and lettering--the only such unit owned by TP&W); cars "Mt. Broderick"--Kentucky Railway Museum's 10-section observation lounge in L&N blue; KRM's diner "Kentucky Inn" (ex-SP 10202); 10R-5DBR sleepers "Cascade Ledge", "Cascade Foam", "Cascade Meadow", and "Cascade Cliff"--KRM ex-Pennsy cars built by Pullman 1938-40, and painted in the 1938 20th CENTURY LIMITED art deco style created by designer Henry Dreyfuss; and the tail of the special was brought up by yellow open-platform ex-Milwaukee business car "Montana", built in 1948 as a tap-lounge for the OLYMPIAN HIAWATHA.

Most passengers came from Chicago on Amtrak 391, the Superliner-equipped SHAWNEE, with chartered school buses bringing them from Kankakee. The trip had attracted many notable railfans including E. M. Frimbo, Allan Vaughn, Dave Ingles, Mike Schafer, Joe McMillan, Bob Schmidt, and Sy Reich. At least two had come from the San Francisco area, and others from Northeastern cities such as Boston, New York and Philadelphia. The passenger list was composed almost entirely of hard core railfans.

The tanks on GAL's sleepers are not yet in good enough shape to hold water, and their air conditioning systems are inoperative. GAL plans to correct these conditions before future trips. The lack of a/c would not have been noticeable if the weather had remained seasonably cool, but by late afternoon we would be glad that the diner, the "Mt. Broderick" and the "Montana" had functioning a/c.

An hour after leaving Effner we were filing in for lunch. The highlight was German Bratwurst. Railfan extraordinaire Frimbo allowed as this time he was getting enough cabbage with such a meal. A special menu was printed for the trip.

We proceeded at about 10mph for the first part of the trip due to major track work in progress from Logansport to Watseka IL. Two miles west of Effner we crossed the former Big Four JAMES WHITCOMB RILEY route at Sheldon. This once fast track is now weed-grown and no longer functions as a thru route. The trackage to the north is now owned and operated by a short line, the Kankakee, Beaver Valley & Southern. The KBV&S was used for GAL's first trip on May 19, 1979.

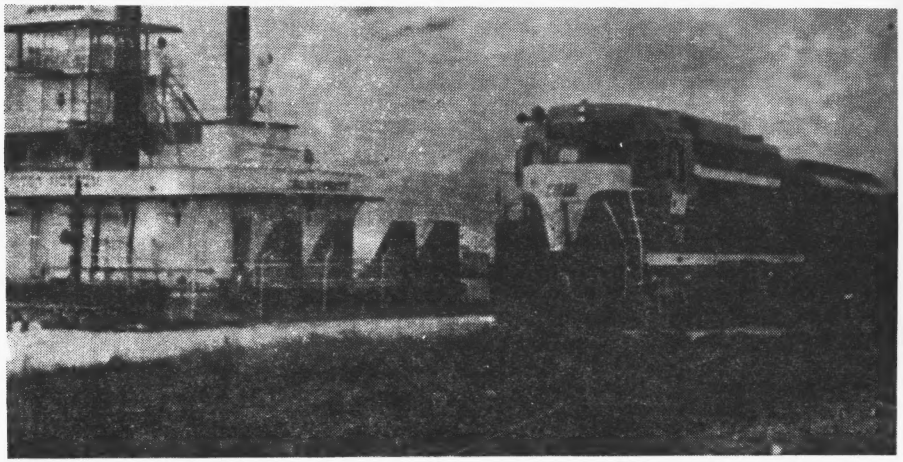
Two miles down the line at Webster we crossed Milwaukee Road's line to Terre Haute. About 11 miles out of Effner, the "Marksman" picked up its pace, and we were finally rolling at a respectable speed when we rattled across the L&N-MP diamond at Watseka. TP&W's main line is in fine condition, and we were able to cruise at 50mph much of the day. At Gilman we crossed the ICG's double-track main.

After rolling thru 78 miles of seemingly endless corn fields, we stopped for a photo runby and freight meet at El Paso IL. Here Frimbo pointed out the unusual architecture of the local opera house. We then headed west for Peoria. TP&W's bridge across the Illinois River at Peoria was knocked out by a barge in the late 1960s, and the railroad must now use an alternate span. To reach the P&PU bridge, TP&W trains must crawl over some badly deteriorated Rock Island track at speeds as low as 5mph. After 1½hours getting thru Peoria and across the river, we were able to resume a reasonably fast pace. At Kolbe, 10 miles west of Peoria we made a second photo stop.

GAL officers then hosted an informal reception in the "Montana" to celebrate their first long distance excursion. Hors d'oeuvres and champagne were served, and we raised our glasses in a toast to the future of this ambitious organization. An electric piano was played softly by Mrs. Sharon Ellis, who later sang, accompanied by Mrs. J. David Ingles.

Dinner was an outstanding meal of grilled pork chops, macaroni and cheese, butternut squash, Baltic bread and chocolate pudding. The dining car staff were all volunteers--mostly college students and 20th Century Railroad Club members--and all under the direction of Ted Lemen of Chicago.

At East Peoria we ran on a second new railroad as we switched onto the rails of the Peoria & Pekin Union for five miles to Iowa Junction; and then a third railroad--onto the rickety track of the Peoria Terminal (Rock Island subsidiary) for four miles to Hollis, then back on the TP&W.



The train waits by the river museum in Keokuk IA on Sep 30. Peter Roehm photo.

It had been a beautiful Indian summer day, and now a bright half moon illuminated the Illinois countryside. After some slow running on the Keokuk line, we eased across the Mississippi River bridge and stopped for unloading along Keokuk's riverfront.

Sunday morning found dense fog along the upper Mississippi as we awaited the 8:30 eastbound departure. We crossed the Big Muddy, northern version, and prepared for the climb from the river valley to La Harpe, where the line breaks off to connect with the Santa Fe at Lomax. The fog had caused wet rails, and this plus malfunctioning sanders on engine 700 caused considerable slippage to the degree that we attempted to make the hill three times and failed. Then the 700 cut off and ran ahead, sanding the rails as best it could and returned, coupled, and away we went. While this was going on, breakfast was being served--a delicious 3-egg omelet with choice of ingredients.

We reached La Harpe and the first photo stop of the day, and also to pick up

Los Angeles passenger Clark Johnson who had arrived on the late LONE STAR and had to cab it to catch us. Two more photostops were made, including one at Blair Junction, where the BN connection has been built to interchange unit coal trains, and the Highway Patrol officer on hand to guide traffic had never quite seen anything like this before.

Word began circulating that Chicago-bound riders would have to detrain at Watseka and be bused to Kankakee to make the SHAWNEE connection on time. We continued on eastward thru Chatsworth, site of an 1887 trestle collapse that took with it a Niagara Falls excursion train of 22 cars and 800 passengers, killing 81 and injuring hundreds more and which, eventually from the claims, would bring the TP&W into receivership for its second time around. The trestle is now a culvert.

Spiced watermelon cubes were offered for lunch--also round of beef au jus or half oven-roasted chicken, broccoli au gratin, and cherry pie.. Supper was steak sandwich, cooked as you like it.

"Tee Pee Willie" had met the "Prairie Marksman" and everything worked out, and the professional efforts of the NW Illinois NRHS proved how enjoyable a well-run trip can be. Rumor has it that the TP&W was pleased, too.

SPECIAL HOLIDAY GREETINGS

We are at the beginning of a new decade, according to the calendar, and we have entered the tenth year of publication of RTN.

For rail travel, the past year was a hectic one of Amtrak cuts and threats of cuts, of citizen protests and government pronouncements. Leaving aside the routes that were discontinued, the future for rail travel in the U.S. is brighter now than ever before under Amtrak. Rail travelers can look forward to a period of growth of train travel, including mass transit, brought on largely by the continuing and growing world petroleum supply problem. We would like to warn, however, that the enemies of train travel are many, and are not easily going to relent on their efforts to keep highway travel clearly the dominant mode. It won't be a time for letting up on active support of and planning for passenger service.

1979 was a year of both good and bad for RTN. While we managed to get back on our regular twice-monthly schedule, we didn't manage until late in the year, and so there are only 15 issues in this year volume instead of the normal 24. Interest in RTN was at a high level, in part because of the Amtrak cutback threats.

One of our biggest problems remains, and that is the fact that our first yearbook and the booklet "Issues in American Rail Travel" have not yet been published. This is our first order of priority, next to keeping RTN on schedule. Again we must apologize for our lateness with these, and we pledge that we will get them out with the utmost haste.

We want to thank our readers for the support given us in our efforts, and for the many letters of encouragement we receive. We continue to be flattered by the superlatives with which many readers describe our humble publication.

Finally, happy holidays to you, and happy rail traveling in the coming new year and the new decade.

WHEN YOU MOVE:

Please send us your new address as soon as possible; don't rely on the Postal Service to forward copies for you , as we find that they often fail to do so.

When changing addresses or writing about your subscription, please enclose a copy of your address label from RTN, or write down the code numbers from a label, to help us serve you faster. Thank you!

train of the year

RTN'S fourth annual Train-of-the-Year award this year goes not to one train but to five different trains: the FLORIDIAN, HILLTOPPER, LONE STAR, NATIONAL LIMITED, and NORTH COAST HIAWATHA. These are the five "hit list" trains that discontinued in October, 1979 under pressure from the DOT and the consent of Congress.

The purpose of our Train-of-the-Year award is to call attention to the trains that contribute most to advancing the cause of rail travel in the past year. In this year of controversy over cutbacks and threatened cutbacks, we must unfortunately choose trains that contributed to the rail travel scene by serving as sacrificial lambs.

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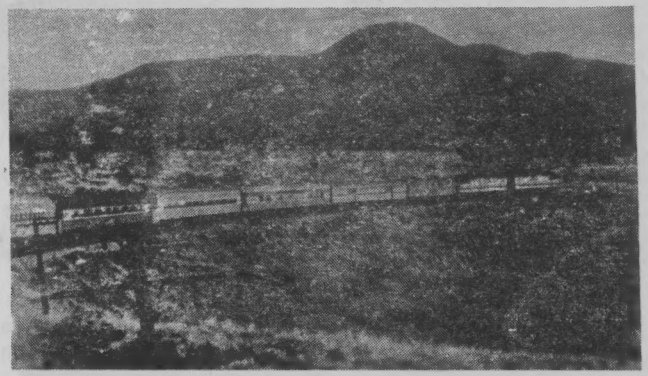
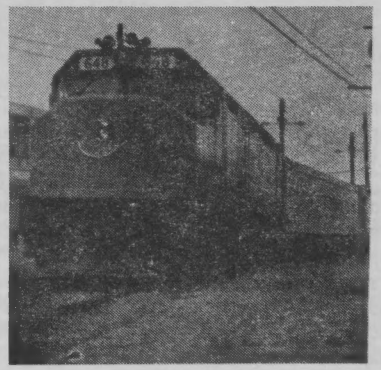
A reader asked recently why we should dwell on the negative aspects of the 1979 Amtrak bill which discontinued these trains when so many positive things came out of the same legislation. We don't like to dwell on past inequities, but for the millions of people who live along the routes of the discontinued trains it's not easy to look positively at U.S. train service now. They will have to have service in the age of fuel shortages now upon us, but now they will have to fight and to plan and lobby for them all over again.

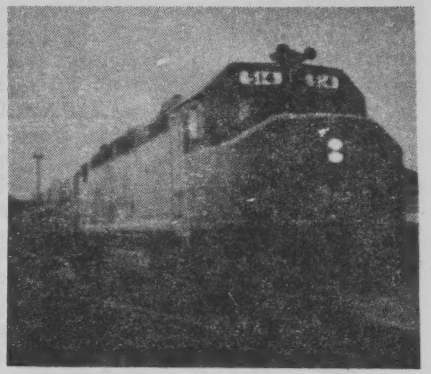
These discontinuances aren't something that can just be swept under the rug. Amtrak and Washington bureaucrats and legislators should be made to feel uneasy about what they've done in order to make it harder to do it again. The next time around, it could be the train thru your city that's on the block.

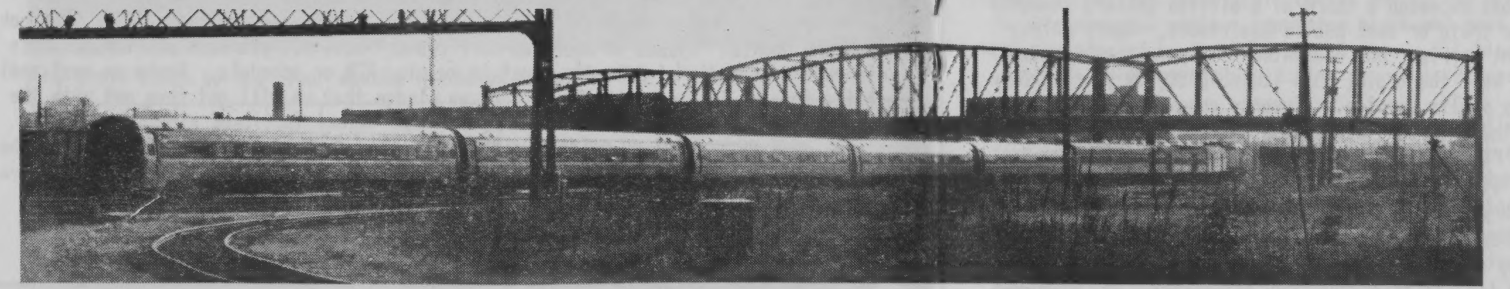
The route cutbacks proved to be largely symbolic, since the money "saved" is only a drop in the bucket compared to what we'll have to spend to re-arrange our transportation priorities in these oil crisis times. For instance, Amtrak has to spend money to keep the track up to passenger train standards in the event that service is restored--an expenditure that results in no immediate rail travel benefits for the American public.

These trains should never have been discontinued, but since they have they will serve as a lesson to rail supporters that political pressure probably always will be on Amtrak to keep its route map to a bare minimum. These routes will be restored bit by bit, and in the process rail supporters will learn more about how to keep mankind's best travel mode alive and well in the U.S.









RTN'S TRAINS OF THE YEAR

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1978 - SOUTHERN CRESCENT
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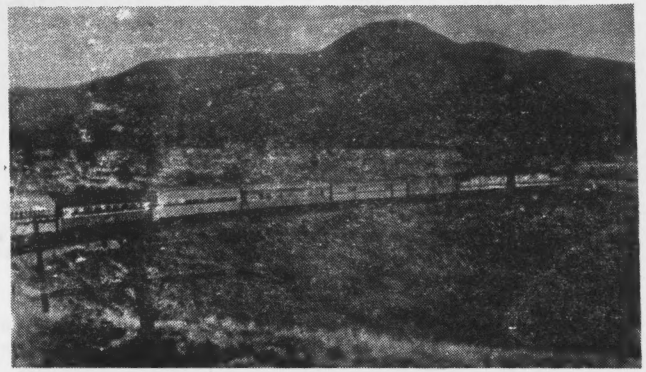

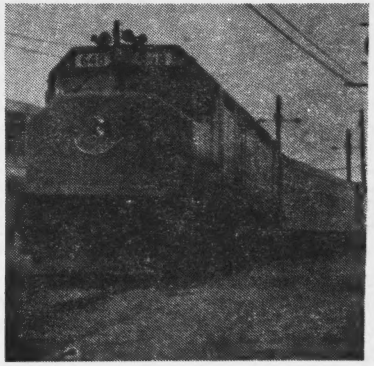

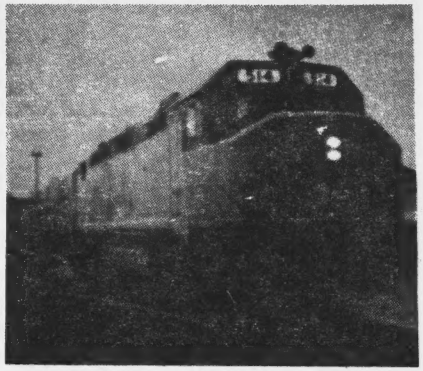

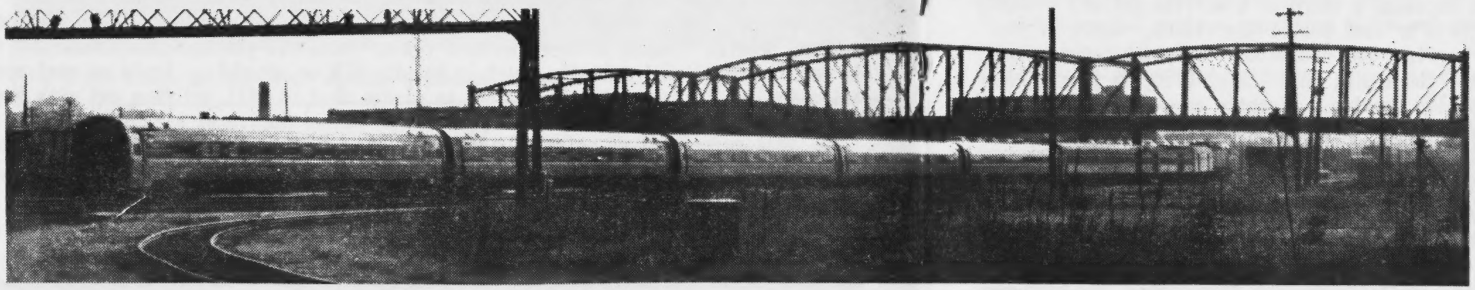

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THE LITTLE GIANT'S LITTLE COMMUTER

by Peter Roehm

Montour Junction, Pennsylvania--where a heavy Ohio River fog blankets the valley, connection with the Montour Railroad, the predecessors of which bore such celestial names as Pittsburgh & Moon Run and North Star & Mifflin. A diesel horn penetrates the thickness, and at 7:25am a 4-car passenger train enroute to Pittsburgh stops to receive its daily contribution of patrons. The Trainman, wearing a cap with a badge that pictures a New York Central System oval logo with P&LERR at the top, waves the engineer on, and the train of ex-L&N streamlined coaches trailing a GP-7 with a 19th Century logo on the nose, disappears into the gray of a river morning.

The year is 1979, not 1959, and upwards of 250 daily passengers on the Little Giant's morning train are enroute to the Golden Triangle. Trainman Don Ledford claims that if he has more than seven empty seats it is a slow day. He doesn't this morning, and train 260 moves on to catch patrons at McKees Rocks, the last inbound stop before the Steel City. They'll all return that evening on train 263, altho some, if they finish classes in time or elect to go home early, might catch the one-car #261 at 2:15pm.

Trains 260-261-262-263 comprise the Pittsburgh & Lake Erie Railroad's remaining passenger service which, until recently, was the last privately operated, non-subsidized passenger service in Pennsylvania and one of but a handful in the country. (The Montour exited the people business 52 years earlier.)

The P&LE once had a thriving list of entries in its timetable (196 arrivals and departures in the mid-20's): trains to Youngstown, and via connections there, thru cars on the Erie or parent New York Central to Chicago, Detroit, Toledo, Cleveland, Buffalo, Toronto, and Boston; there were lesser-known connections in the early years with the Western Maryland to Baltimore and the Monongahela to Fairmont WV. I recall occasional trips in the early '50's aboard the MORNING and/or AFTERNOON STEEL KINGS pulled by one of six lightning-stripe PA's and another trip aboard a thru sleeper from Pittsburgh to Boston via the NEW ENGLAND STATES connection at Ashtabula, with on-board service up there with the best of them.

By 1968 there was just the one Pittsburgh-College rush-hour roundtrip, and this train maintained a steady clientele and revenue from that time until the mid-70's when rising costs began to give the P&LE second thoughts. Jack Rusenko, Public Relations Rep for the P&LE, told me that the P&LE didn't mind running the train but it realized that once the loss exceeded a third of a million dollars annually it would have to either drop the train or seek public assistance. Henry Allyn, President of this now independent carrier, had commented five years earlier in a newspaper article that the P&LE kept the train, then losing $100,000 yearly, because "we feel it is a necessary public service." Rusenko concurred that the P&LE still feels this way, but there is the "everything has its price" limitation.

Thus it was in 1976 that the P&LE first requested a public authority to take over the service or even expand it provided the railroad would be fully reimbursed. A year later, with no satisfactory arrangement, the P&LE filed an application with the PUC to discontinue the service. The riders, a very devoted bunch, formed a Committee to Save the Train. By the end of the 120-day limit the PUC had not acted, so the P&LE re-activated its petition. PennDOT then entered the picture and provided funding along with UMTA and Beaver County thru the fiscal year ending Jun 30, 1979. With this came four conditions: improve service, increase fares, discontinue employee passes, and reduce crew size.

The "improved service" are added trains 261 and 262 which make a roundtrip between 2:15 and 4:50pm with the Geep and one coach. Both Ledford and Rusenko preferred a morning schedule, but those with the pursestrings wanted the after-

noon run. Since the crew must have a 4-hour break (they work over 12 hours) it is not possible to have both a morning and an afternoon mid-day trip without hiring another crew. But the outbound afternoon train could generate some new business from college students returning home after classes or half-day workers who take lunch in town before returning home. Inbound the potential is all but nil.

I rode the train on Oct 22 with a dozen others outbound and only one inbound. The long distance coach seating makes the ride comfortable, and the rest rooms are clean and have soap, towels, running water, and cups! That's even better than some Amtrak trains.

PL&E train 262 at College PA on Oct 22, 1979. Photo by the author.

The train departs Pittsburgh at 2:15 with one coach taken from the front of the parked outbound consist, and once at College turns by switching the locomotive to the other end and then ties up at the station for the rest of the 30-min layover. In Pittsburgh the train comes in past the three parked coaches and backs the single coach onto the rear of this consist and then the Geep goes around the train and couples on for the evening departure 40 mins later.

Four ex-L&N fluted-side coaches (a fifth is kept in reserve) painted a lighter shade of Pullman green trail behind one of two GP-7's left on the roster--1501, the Bicentennial engine, repainted black and gold with the ornate 19th Century logo re-adopted by the P&LE on the nose. All-black GP-7 #1500 is held as a backup but usually works at switching chores in McKees Rocks until needed to pinch-hit for 1501.

Coming in 1980 will be new crew uniforms similar in style to Amtrak's. Ledford emphasizes that anyone wanting his NYC/P&LE hat badge is out of luck--he won't sell it. His uniform has monogrammed buttons, but the new one won't, so Ledford may buy them from RTN reader and advertiser Joe Lajoie in Methuen, MA.

Other conditions met included raising the fares by 20% (the first increase since 1968) on all classes of tickets. This raised the one-way Pittsburgh-College fare to $2.03 (comparable Boston fare is $2.25), and there will be another 7% rise in Jan 1980. These increases have not affected the size of the patronage.

The fourth condition was the reduction in crew size to four men: engineer, fireman, trainman and conductor.

As fiscal year 1979 expired, the threat of discontinuance again arose, but the money came forth and the train-off hearings scheduled for April were postponed until June and then August and finally postponed indefinitely. The future of the

service seems secure provided the money is there. Extensions or more trains seem unlikely, since there are only five cars and one crew. They would necessitate a major investment, and the population growth is in the North Hills, South Hills, and east to the Turnpike, not in the industrialized Ohio and Beaver valleys. Anything connecting Pittsburgh to Youngstown or Cleveland would most likely be a PennDOT-Ohio ORTA-Amtrak 403-b type of service and use the Conrail (Erie-PRR or PRR) tracks between all three points in the Steel Cities Corridor. Service into the Monongahela valley is already provided by PAT over B&O/P&LE trackage to McKeesport and Versailles using ex-Chessie equipment from the B&O station across the river from the P&LE Terminal and the P&LE down the "Mon" or "Yough" rivers would only be redundant.

(A postscript: Effective Dec 3 the midday roundtrip of #261 & 262 has been changed to a morning run; 261 lvs Pittsburgh at 8:25 and runs nonstop to College; 262 lvs College at 9:30 and makes all stops to Pittsburgh.)

Mixed Train of Thoughts

AMTRAK AND AUTO-TRAIN came to a new sales agreement effective Dec 1 that allows travelers to ship their cars on Auto-Train and travel on an Amtrak train when Auto-Train's passenger accommodations are sold out. Amtrak can make Auto-Train reservations for passengers and their cars, and when Auto-Train passenger accommodations are sold out, will offer a split booking. Travel agents also will be able to split bookings.....

THE UA TURBOTRAINS of Amtrak's are up for sale. At its Dec 19 Board meeting, Amtrak decided to sell the three trainsets that have been in storage for some time. No buyer was indicated, but Amtrak has had discussions with VIA Rail Canada, the only other operator of United Aircraft Turbos. Amtrak said it would cost $8 million to give them heavy overhauls and modify them to put them in working order, and it had required 75 maintenance people in Providence just to keep two of the three trainsets in operation. Other problems were transmission troubles, suspension difficulties, high fuel consumption and poor interior temperature controls.....

★ ★ ★

TRACK-LAYING GOALS for the Northeast Corridor for the year were completed on Dec 12, Amtrak announced. On that date the 296,116th concrete tie was placed near Niantic CT by the track-laying machine, completing 121 miles of concrete ties and 79 miles of welded rail installation since last April. This year's work, along with 45 miles of track completed in 1978, covers segments of the main line from New Haven to Route 128, just west of Boston. In 1980 Amtrak's automated track-laying machine will work near Washington DC, heading toward New York City, and Amtrak hopes to complete 100 miles of track in that coming work season.....

CONRAIL FREIGHT TRAIN derailed near Elkton MD at 7:13pm on Dec 10, blocking the Northeast Corridor. Amtrak bused passengers from Baltimore north around the wreck scene, and the line was expected to be disrupted for two days. Some power lines were downed by the accident, in which nine of 48 freight cars derailed. No one was injured. Amtrak had to use diesel engines in the power-less area, and trains were running 1-4 hours late between New York and Baltimore.....

TWELVE MORE ELECTRIC locomotives, type unspecified, were authorized for purchase for the NE Corridor by Amtrak's Board at its Dec 19 meeting.....

LAS VEGAS CONVENTION and Visitors Authority recently placed an ad in People magazine that includes 14 color photos, 13 of them romantic views of tourist life in Las Vegas. "Find the photo that doesn't fit" says the ad. The non-fitting photo is a sunset scene of a GG-1 under catenary. And if there were catenary between there and

Los Angeles, the Visitors Authority would be the first to scream for Amtrak to whisk the tourists there behind GG-1's.....

ENTER THE TRUK-TRAIN: An Orlando FL attorney, Jim Wharton, has organized a company called Drivers' Truk-Train of America, Inc., to haul truckers and their rigs from the Washington DC area to Wildwood FL overnight the way Auto-Train does with drivers and their cars, and expects to begin operations in March, 1980. The ICC has licensed the corporation as a "rail common carrier", and Wharton, who has long worked as a rate attorney with the trucking industry in Florida, has obtained the approval of Seaboard Coast Line and RF&P for use of their tracks. Authorities in Woodbridge VA, where the northern loading terminus will be located, and in Wildwood have come thru with tax-free bond issues to finance terminal construction or rehabilitation, and the Federal RR Administration is about to issue $1.75 million in cost-sharing funds to help start up the project. Wharton says he will lease passenger cars from Amtrak, locomotives from some Western railroads, and flatbed cars from Trailer-Train in Chicago. The fare for the run is expected to be $450.....

★ ★ ★

LOSING WINTER PASSENGERS: Amtrak's Superliner sleepers are not filling up on the EMPIRE BUILDER, we are told, because the new sleeping cars are not programmed into the reservations computer yet--they are listed as 10/6 cars, with a lower capacity than they actually have. Thus they appear to be sold out too soon. The DESERT WIND's six cars are already sold out for some days in the Christmas season, but Amtrak is not adding cars. Similarly, the SAN FRANCISCO ZEPHYR is being held to just a 13-car consist for the heavy winter days because longer trains are more likely to freeze up in the cold climes the train traverses. One could probably give more examples concerning other trains.....

AMTRAK'S NORTH STAR derailed running southbound on Nov 23 just after it left the Superior WI station. No injuries were reported, and passengers were bused on.....

THE SOUTHERN PACIFIC completed the repair of its Island Mountain tunnel on the Northwestern Pacific on Dec 7, and a Directors Special train will run to the site to inspect it on the second or third weekend of January.....

RENO FUN TRAIN, when it begins its weekend operation on Jan 18, will feature a dance car with live band, a strolling banjo player, and cash prize drawings on the train. The $99 double-occupancy deal includes two nights in hotels, coupons for cocktails at 19 casinos and bars, and coupons for food at six establishments.....

★ ★ ★

THE SAN JOAQUIN apparently will be around for a while, and the second train on the line should go on about Feb 3. Caltrans director Adriana Gianturco announced on Dec 3 that the train-crewing problem had been resolved. The agreement reached creates a qualification process which will allow successfully tested crew members from one railroad to work on the other railroad's tracks, eliminating the need for two crews, which cost an extra $200,000 per year. Amtrak, Caltrans and the railroads will share the costs of qualifying the employees, estimated to range from $25,000-50,000. Amtrak is investigating the feasibility of installing automatic switches at Port Chicago, at a cost of about $500,000; or Caltrans may ask for the re-routing of the train. Amtrak is now preparing a technical report on extension of the train to Los Angeles, comparing the two possible routes beyond the Tehachapi Mountains. On Dec 6 Gianturco announced that Amtrak has agreed to provide the full federal share (80%) of the funding for the second SAN JOAQUIN for the first year.....

SEVENTH SAN DIEGAN was expected to begin operation on Feb 3 also, but we have learned that Santa Fe is balking at running it because railroad lawyers say the Santa Fe is not required by law to deal with Caltrans--only Amtrak--in the matter of funding passenger service. The startup of the train will apparently be delayed.....

"WEEK OF WHEELS" deal in Florida, long a popular Amtrak travel package, has now been joined by a "Week of Hotels" plan whereby a traveler to Florida gets 7 nights at resort-type hotels for $140 and up per person ($105 in the off-season).....

THE SIERRA RAILROAD'S sale to Louisiana-Pacific Corp. the lumber company, will take place about Jan 1, 1980. The sale has been delayed while it is determined whether the buyer should have the right to exclude tourist train excursions from the track. The new owner wants to maintain the railroad as a freight line and to improve the trackage. The purchase price, undisclosed, is said to be between $1.7 and 1.8 million. (See Rail Fantrips section, page 21, for announcement of last passenger runs on the line.....

OREGON RAIL PLANNERS are hoping for an Apr 27, 1980 startup of two more daily roundtrip rail runs in Oregon's Willamette Valley, on part of the route of the COAST STARLIGHT. The trains are to run between Portland and Eugene, with stops at Albany, Salem, Woodburn and Oregon City. Oregon's application for the 403-B service was in by the Nov 30 deadline, along with those of about six other states. This would be the first state-supported rail service for Oregon, and would be a 14-month project costing the state about $1 million.....

★ ★ ★

TEXAS STATE REPRESENTATIVE Al Edwards announced on Nov 29 that he will press to start up four new passenger train routes in Texas as 403-B operations: Houston-Dallas; Austin-Houston-Galveston; Houston-Corpus Christi; and Ft. Worth-El Paso.....

STATE OF MISSOURI said that from preliminary October figures, Amtrak ridership between St. Louis and Kansas City was down 10% from the year before--from 4066 to 3679. But state officials were pleased that the decline was less than they had expected. The present ANN RUTLEDGE 403-B service is running until June 30, 1980 on a trial basis, and ridership must make a good showing for the service to continue.....

FORD MOTOR COMPANY'S vice president for design Eugene Bordinat Jr. is thinking of small cars that can be driven onto a flat car on a commuter train, then off again to one's place of work in the city, according to the New York Times.....

THE SOUTHERN RAILWAY has sold E8 passenger engines 6903, 6904, 6907, 6908, 6913, and 6914 to the New Jersey DOT. They were then being stored at the ICG shops at Paducah KY pending signing of a contract between the railroad and NJDOT to restore the lomotives to working condition (not rebuilding them). The estimate of that work was about $85-90 thousand per unit.....

★ ★ ★

THE BROADWAY LIMITED leaving Chicago Nov 8 was delayed by a freight derailment at Inwood, Indiana. It left at 7:34pm and went to Hobart, Indiana, arriving just after 8:30pm. There it was held; first report was that it was to be run via ex-NYC to Cleveland and then to Crestline, but eventually a route via ex-NKP to Fort Wayne was decided upon. After a wait for an N&W pilot, news came that there had been a derailment on the ex-NKP track! Departure from Hobart was not until 2:30am, delayed, in part, by the need for a new crew. The travel on the N&W to Fort Wayne took slightly over 3 hours, with arrival just before 6am CT. Then came the most bizarre portion of the trip: in order to get from NKP to PRR track it was necessary to pass thru Fort Wayne on the NKP (thru the abandoned NKP station, whose train sheds are still in place), and continue east 8 miles to New Haven, Indiana. There a switcher was attached to the rear and the train was pulled back along the ex-WAB, crossing the PRR, passing thru the site of the Wabash station (and past the PRR station), and eventually to Fairfield, one mile west of Ft. Wayne. Then the train moved forward on a connecting track, passing between the WAB and PRR stations and joining the PRR half a mile east of the station. Then it backed down into the PRR station, arriving there shortly after 7am CT. This complicated movement may have been unique in that one train passed thru all three of the former Ft. Wayne passenger stations. Departure from Ft. Wayne was at 8:30am ET, and there were no further delays. Reader Duane Roller was aboard the train, and provided this report.....

THE YEAR 1979 was Amtrak's best year yet. Elsewhere in this issue we report the ridership increase for fiscal year 79. Revenue and average trip length were both up 22%, Amtrak said, and sales by travel agents were up 52%.....

AMTRAK'S SPECIAL MENU for Christmas and New Year's Day is a turkey dinner with stuffing for $6.25 or ham steak with pineapple for $6, both served with fruit juice, salad, candied sweet potatoes, garden vegetable, rolls and butter, apple or pumpkin pie chantilly, plus beverage. Child's portion is $2.75.....

BANKRUPT ROCK ISLAND was hit by a strike last Aug 28. Seeing that service had not been totally restored by Sep 22, the SP filed for authority to resume essential service over the Rock's Tucumcari line, from Santa Rosa NM to St. Louis MO via Kansas City. The SP wanted to buy the line, and has for about 10 years. On Dec 3 the ICC granted the Cotton Belt and its corporate parent SP temporary authority to operate over that line, and also to permit SP to provide service for 180 days without federal compensation over the Rock's Memphis TN-Fordyce AR line. In the meantime the ICC will consider the SP's bid to buy the Tucumcari line. Other railroads are expected to challenge the decision in court--including the UP, ATSF, CNW, and the MKT, which expects to lose about $3 million a year in profits from SP operation of the line, according to a Washington Star report.....

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OKLAHOMA RAIL SUPPORTERS--primarily members of OPRA (Oklahoma Passenger Rail Association--1120 S. 21st St, Chickasha OK 73018, annual dues $5 or more), are aiming for a restoration of LONE STAR service. They point out that the train, discontinued in October, had 10,171 potential passengers turned away during the week of Aug 13-19, 1979, according to computer records made available by Amtrak. OPRA estimates that the resulting loss in revenue to Amtrak was $248,815.08. It was not an isolated situation, says OPRA: "It's been going on all summer in varying degrees." If the train had been able to carry all the passengers that were turned away for lack of space, it would have easily met the criterion of 150 passengers per train mile. That week in August it would have been 303PPTM, says OPRA. Current strategy is to push for a demonstration route between Oklahoma City and Newton, Kansas.....

NARP DIRECTORS MEETING in Denver on Oct 20 had Amtrak's Clark Tyler as speaker. He is quoted as telling the group: "Amtrak's sleeping car fares should be raised to a level just below the point of being obscene." According to a report by TexARP's Dan Monaghan, Tyler conned the directors into agreeing to forsake support of Senator Melcher who had had the nerve to try to freeze the Amtrak route structure, and to shift their support to Tyler and Boyd instead "as they worked to solve other problems of 'much greater consequence'". It's clear that the results of the route cutbacks this fall include a great deal of bitterness, especially and understandably in those sections of the country that lost some trains. Bitterness is being directed toward NARP leaders for not taking a stronger stance against the recent cutbacks. Dr. Monaghan adds a probably unfortunately prophetic remark: "California seems to be entranced with their growing involvement in 403-B operations and is satisfied on all other accounts, not wanting to rock the boat. It will be interesting to see how long it takes the Highway Lobby to sack these operations after Jerry Brown leaves the governor's chair".....

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THE WHITE PASS and Yukon Route, already offering America's most expensive train ride, is apparently going for a 40% increase for the 1980 summer season. Its 1980 brochure lists a $49 one-way fare between Skagway and Whitehorse. There is some confusion about the one-day excursions to be offered on days that cruise ships visit Skagway: the new folder lists both the Bennett Turn of recent years at $49 roundtrip and a new $29 half-day Sourdough Summit Excursion to White Pass. It seems unlikely that both excursions would be run besides the daily thru trains.....

SOME LATE NEWS on the 7th SAN DIEGAN: Santa Fe has turned down the request for the train because it would interfere with freight operations. Caltrans said it would ask Amtrak to ask Santa Fe to reconsider, and if the answer was still "no", send the question to the arbitration panel.....

CALIFORNIA HAS PROPOSED, on Dec 18, a 5-year transportation program at a cost of $7.3 billion, up $800 million from last year.....

SANTA FE ENGINEER of the SOUTHWEST LIMITED/LONE STAR that derailed in Lawrence KS on Oct 2 refused to testify at company hearings on the accident last month. He is suing the railroad over his injuries, claiming that the signal system was not working..... STATE OF MISSOURI and Amtrak are studying the costs involved in a second daily roundtrip between St. Louis and Kansas City.....

AMTRAK PLANS AN extensive advertising campaign for all 403-B trains in January, according to a Congressman's report to an RTN reader.....

CARS & CONSISTS

*LAKE SHORE LIMITED, train 48, Elyria OH Dec 11: engines 299, 304 (F40s); cars 1208, 1154, 1611, 2051, 2913 "Pacific Garden", 8502, Amcafe 20006 as lounge, 4614, 4604, 4613, 4612, 2985 "Pine King", deadhead 10602. Same, train 49, New York Nov 20: engine 488 (FL-9); cars 1612, 2050, 2920 "Pacific Mist", 8502, Amcafe 20029 as lounge, 4606, 4601, 4613, 4612, power car 694.

*BROADWAY LIMITED, train 40, Chicago Dec 1: engines 4 E units, nos. unknown; cars 3 baggage-mail, nos. unknown, 5242, 5644, 5675, 3336, 8807, 8806, 2703 "Sarasota", 2022 "Silver Rest", 2676 "Silver Ravine", deadhead 8302. Same, train 41, New York Nov 24: engine 4909 (GG-1); cars 1114, 1022 (still labelled Southern), 1230,5675, 5801, 5644, 3338 lounge-obs, 8805-8804 twin-unit diner, 2797 "Middle River", 2029 "Loch Katrine".

*EL TAPATIO, NdeM train 5, first section, Guadalajara Nov 5: engines 9245, 9211; cars unnumbered express car, "Lago Texcoco", "Boca del Rio" (open-section car), "Isla de Lobos", "Bilbao", "Andalusia", "Mar Jonico", "Hungria", "Grecia", "Uruapan" (Coche comedor), "Boca del Monte" (Salon cantina), "Zaragoza", "Navarra", "Paraguay", "Presa Santa Teresa", "Valle del Mexico". (Sold out due to air strike.)

*SILVER STAR, train 81, New York Nov 21: engines 2930, 4911 (GG-1's); cars 1416, 2784 "Seminole County", 8012, 4549, 4436, 4435, 4805, 5010 "Silver Shaft", 3335 lounge-obs, 8022, 4421, 4458, 4411, 4420, 4585, 2816 "Potomac River".

*CANADIAN, VIA train 1, Sudbury-Winnipeg Nov 19: (all VIA lettering unless noted) engines 1409 (CP) (DPA-17A), 1416 (DPA-15B), 1423; cars 5709, 5702 (deadheads), bag 9635, slpr "Inkerman", coach 5585, Dayniter 105, Skyline dome 500 (CP), Dayniter 5732, slpr "Entrance", diner 1360, slpr "Bonsoir", slpr "Enfield" (CN), slpr "Hearne Manor" (CP), slpr "Chateau Lemoyne" (CP). Cars 5709 & 5702 put on #3 at Winnipeg, diner 1360 set out, diner "Wascona" added, slpr "Bonsoir" set out, slpr "Enfield" & "Hearne Manor" put on #3, dome slpr-obs "Assiniboine Park" (CP) added.

QUOTES OF THE WEEK***

"We've come a long way from having our grave dug. The hole has been filled in, I think, but the men with the shovels are still there. We have more enemies than any other mode. Consider, for instance, that there are three-quarters of a million public employees working full time on highways."

--Amtrak VP Clark Tyler in address to NARP Board of Directors meeting, Denver, Oct 20.

SLIP OF THE MONTH CLUB***

"Then we turned northeast, dodging camels, cattle and careering, overloaded buses whose gaudily decorated exteriors have earned them the nickname of 'traveling cinemas.'"

--Seymour Topping in New York Times Magazine, Dec 2.

(They make a profession out of packing 'em in.)

RAIL FANTRIPS

Dec 29-30: Last psgr trains on Sierra RR--3 steam runs: Dec 29, 11am-2:30pm, $12. 4:30pm dinner train lvs Jamestown, $29 incl meal. Dec 30, 9am last run $25. Photostops. Pacific Loco. Assn, 54 Hancock, San Francisco 94114 (861-9971 6-8pm only).

Dec 31: SUGAR BOWL EXPRESS special Amtrak train LittleRock-New Orleans 7:30pm; lvs New Orleans after game. Roundtrip $160 ($175 incl game ticket). Hogtrain Inc., 8615 Chicot Road, Little Rock AR 72209; 565-9056 or 565-6656. Private car "Cynthia".

Jan 15-30: Guatemala Vacation Fun Train incl. Mexico City & Guatemala. Private car. "Soonerland". Six days in Guatemala, 3 in Mexico City. $925 & up. Midwest Travel Service, 2936 Bella Vista, Midwest City OK 73110. (405) 732-0566.

One listing is free: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709

EXPRESS ADS

TRAINS!!! We know them!!! We ride them!!! We sell train tickets!!! Call us for tickets and reservations for your next trip!!! GREAT WESTERN TOURS, 639 Market St., Suite 900, San Francisco 94105. (415) 398-2994. P.S. We sell air tickets, too.

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AMTRAK SLIDES: RTN reader wishes to trade color slides of Western Amtrak trains for Eastern Amtrak trains. Can trade slides of SAN DIEGANS, COAST STARLIGHT and SOUTHWEST LIMITED in various locations. Interested in non-Amfleet Eastern trains. Mark Johnston, 420 N. Sunnyslope Ave., Pasadena CA 91107.

TROLLEY TRAILS THROUGH THE WEST, Vol. 7 - Northern California $4. Back issues $3 each (Vols 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada). Moneyback guarantee. Wilson Bros. Publications, Box 712rtn, Yakima WA 98907.

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

GAY FREEDOM TRAIN--that historical whistlestop trek from coast to coast to October's March on Washington captured in a 3000-word on-board report with photos. $3 incl. 60-pg issue of OUT Magazine, 5907 Penn Mall, Rm 210, Pittsburgh PA 15206.

TIMETABLE reprints, over 30 varieties of Colorado passenger and employe issues. Colorado & Southern 1899 colorful standard and narrow gauge lines $1.25 postpaid. Colorado Railroad Museum, Box 10, Golden, Colo. 80401.

Adding, keeping, subtracting trains ILLEGALLY but nobody rocks the boat because the LAW is my secret! Rail progress is becalmed by rumors of law, ignorance of the AMTRAK LAW. Trains die at trials based on non-rail technicalities, when the clear-cut LAW applying is not known to relate to the case. Leave gossip and windmill-jousting to experts Minnie Pearl and Don Quixote. Learn the secret of the LAW for rail progress from the low-cost-rail transit catalyst, editing the 5th, best-ever 1979 UPDATED AMTRAK LAW edition. Unofficial, $10, from Robert J. Swan, Box 1866, Long Beach CA 90801. It's YOUR LAW, LEARN IT, USE IT!

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

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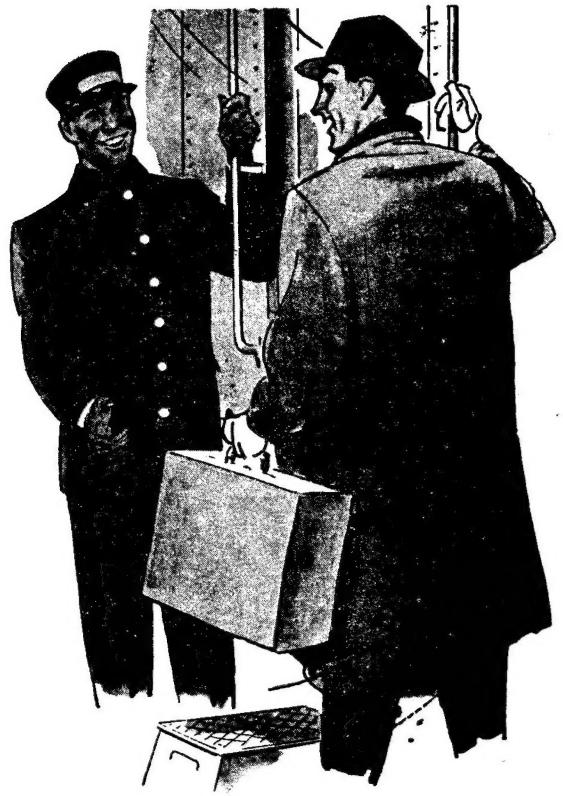

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